

Message Text

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43

ACTION AID-59

INFO OCT-01 AF-06 EUR-12 ISO-00 FDRE-00 DHA-02 ORM-01 SS-15

NSC-05 PA-02 PRS-01 USIE-00 CIAE-00 INR-07 NSAE-00

SSO-00 NSCE-00 INRE-00 OC-05 CCO-00 SP-02 SAM-01 /119 W

----- 021932

O 171800Z OCT 75

FM AMCONSUL LUANDA

TO MAC SCOTT AFB ILL/LGPA NIACT IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 4344

AMEMBASSY LISBON IMMEDIATE

JCS WASHDC IMMEDIATE

SECDEF WASHDC IMMEDIATE

CSAF WASHDC IMMEDIATE

CINCLANT IMMEDIATE

UNCLAS LUANDA 1595

SECSTATE FOR AID FOREIGN RELIEF DISASTER COORDINATOR

LISBON FOR MAC CONTROLLER

E.O. 11652: N/A

TAGS: SREF, AID, AO

SUBJ: RECHEDULING AUTHORITY

REF: MAC 162115Z OCT 75

1. WE UNDERSTAND REASONS BEHIND MAC DECISION THAT ALL RESCHEDULING RESPONSIBILITY REST WITH MAC COORDINATOR, LISBON, BUT WE FEEL IT NECESSARY TO POINT OUT THAT THIS DECISION IGNORES SOME OF KEY FACTORS IN VERY DIFFICULT SITUATION HERE. IF THE DECISION IS NOT REVERSED, ALL CONCERNED SHOULD BE PREPARED FOR FURTHER DEGENERATION OF USG EVACUATION ASSISTANCE EFFORT.

2. PASSENGER FLOW TO AIRPORT IS ERRATIC AND UNPREDICTABLE. ONLY WHEN WE HAVE PASSENGERS WHO HAVE ARRIVED LUANDA BY SHIP FROM POINTS SOUTH CAN WE OR ANYBODY ELSE OFFER REASONABLE EIGHT
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FOUR HOUR PROJECTION OF PASSENGER AVAILABILITY. FOUR HOUR PROJECTION

IS LESS HAZARDOUS BUT IS STILL HIGHLY UNCERTAIN BECAUSE AIRCRAFT ARRIVAL SCHEDULES ARE FREQUENTLY ERRONEOUS, WITH PERHAPS TWO OF EVERY FIVE FLIGHTS ARRIVING LATE, EARLY, OR UNANNOUNCED. AS A CONSEQUENCE, A PROJECTION THAT SUFFICIENT PASSENGERS WILL BE AVAILABLE FOR A FLIGHT DUE TO ARRIVE FOUR HOURS LATER CAN BE RENDERED INVALID BY THE SUDDEN ARRIVAL OF ANOTHER EVACUATION AIRCRAFT. FOR EXAMPLE, WE CALLED FORWARD SBD FLIGHT OF OCTOBER 15 ON BASIS OF APPARENT PASSENGER AVAILABILITY. PASSENGERS WERE PROCESSED AND COUNTED AND STANDING BY FOR SBD ARRIVAL BUT SATA FLIGHT ARRIVED ENEXPECTEDLY TEN MINUTES BEFORE SBD AND PASSENGERS THEREFORE WERE BOARDED ON SATA. SINCE OBJECT OF EXERCISE IS TO MOVE PASSENGERS, WE CANNOT TAKE EEXCEPTION TO FIRST-IN-FIRST-OUT BOARDING RULE. THE POINT IS THAT IF SMOTHERS IS GOING TO HOLD AIRCRAFT AT LISBON OR ABIDJAN UNTIL WE SAY THAT PASSENGERS ARE AVAILABLE, THE AIRCRAFT ARE GOING TO ARRIVE SIX TO TWELVE HOURS AFTER WE HAVE MADE OUR OBSERVATIONS AND THE SITUATION MAY HAVE CHANGED TOTALLY BY THEN.

3. COMMUNICATIONS BETWEEN LUANDA AND LISBON OR AT LEAST BETWEEN THE CONGEN AND THE EMBASSY ARE NOT SUCH THAT WE CAN EXPECT TO BE ABLE TO OBTAIN A TIMELY DECISION ON RESCHEDULING AIRCRAFT FROM HERE AT ANY HOUR OF DAY OR NIGHT. CONSIDER THE TIME CONSUMED IN THE FOLLOWING SCENARIO. AIRCRAFT ARRIVES LUANDA AND FEW PASSENGERS AVAILABLE. USG COORDINATOR PROCEEDS CONGEN, DRAFTS MESSAGE TO EMBASSY LISBON. MESSAGE TRANSMITTED AND RECEIVED BY EMBASSY LISBON AND PASSED TO SMOTHERS. SMOTHERS CONTACTS CARRIER REP IN LISBON AND ISSUES APPROPRIATE INSTRUCTIONS WHICH TRANSMITTED BACK TO LUANDA BY TELEX OR BY RADIO. IF THIS SCENARIO DEVELOPS DURING WORKING HOURS ON A WORKING DAY, THE TIME FACTOR IS PROBABLY BETWEEN TWO AND THREE HOURS. IF IT DEVELOPS AT NIGHT OR ON A SUNDAY, THE TIME CONSUMED IS PROBABLY SIX TO EIGHT HOURS IF THE OUTGOING MESSAGE CAN BE TRANSMITTED AT ALL. IN THIS CONNECTION IT SHOULD BE NOTED THAT CONGEN HAS ONLY ONE OVER-WORKED COMMUNICATOR SO COMMUNICATIONS SECTION NORMALLY REMAINS OPEN ONLY 10-12 HOURS A DAY. IN ANY EVENT, TIME CONSUMED IN THE COMMUNICATIONS PROCESS IS ON-DUTY BUT UNPRODUCTIVE TIME FOR CREW AND COULD FORCE A MANDATORY BUT UNDESIRABLE CREW REST PERIOD.

4. THE QUESTIONS THAT WE SEE ARISING HERE MOST FREQUENTLY ARE UNCLASSIFIED

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NOT WHETHER TO CALL FORWARD AN AIRCRAFT OR WHETHER TO TRQ TO DELAY ITS ARRIVAL, BUT WHETHER TO HOLD A CREW AND AIRCRAFT IN READINESS FOR PASSENGERS, WHETHER TO HOTEL CREW UNTIL SUFFICIENT PASSENGERS HAVE ACCUMULATED, WHETHER TO HOLD OVER CREW AND AIRCRAFT DUE TO INSUFFICIENCY OF PASSENGERS OR WHETHER TO RELEASE AIRCRAFT WITH PARTIAL LOAD. SINCE TIMELINESS OF DECISION OF THESE QUESTIONS IS AS IMPORTANT AS THE SUBSTANCE THE DECISIONS MUST BE MADE HERE. WE ARE FULLY CAPABLE OF TAKING SUCH DECISIONS

BASED ON LOCAL CIRCUMSTANCES AND AFTER CONSULTATIONS WITH AIRLINE
REPS AND CREWS. TO DENY US THE FLEXIBILITY TO MAKE SUCH DECISIONS
IS TO ENSURE MAXIMUM CONFUSION, INEFFICIENCY, INEFFECTIVE
UTILIZATION OF AIRCRAFT, AND EXTRA DUTY TIME FOR CREWS.

5. RECOMMEND THAT YOUR INSTRUCTIONS TO U.S. FLAG CARRIERS TO
IGNORE OUR DIRECTIVES BE AMENDED AT ONCE.
KILLORAN

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: DISASTER RELIEF, AIR SCHEDULES, EVACUATION PLANS
Control Number: n/a
Copy: SINGLE
Draft Date: 17 OCT 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975LUANDA01595
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D750361-0262
From: LUANDA
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t19751043/aaaabmgu.tel
Line Count: 123
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION AID
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: buchant0
Review Comment: n/a
Review Content Flags:
Review Date: 16 SEP 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16 SEP 2003 by MaustMC>; APPROVED <18 FEB 2004 by buchant0>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
06 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: RECHEDULING AUTHORITY
TAGS: SREF, EAID, AO
To: n/a
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 06 JUL 2006